

The Hongkong Telegraph

(ESTABLISHED 1881.)

NEW SERIES No 5087

庚六初月二年二十三緒光

WEDNESDAY, FEBRUARY 28, 1906.

三拜禮

號八十月二英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAYES, Esq., Chairman.
Hon. Mr. C. W. Dickson, Deputy Chairman.
E. Gortz, Esq.
C. R. Lenzmann, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Sallinger, Esq.
Hon. Mr. R. Shewan.
N. A. Siebs, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
SHANGHAI—H. R. HUNTER.
LONDON—BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 24th February, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1905.

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.
Hongkong, 9th September, 1905.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,940,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HONOLULU, SHANGHAI, LYONS, NEWCHANG, SAN FRANCISCO, MUKDEN, KOMBAY, PORT ARTHUR, CHEFOU, DALNY, PEKING, KOBÉ, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, Lp
PARIS BANK, Lp
THE UNION OF LONDON AND SMITH'S BANK, Lp.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per Cent.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, SOGOTRA, About 4th March } Freight only.
MOJI and KOBE W. R. Hickey

SHANGHAI, OCEANA, About 9th March } Freight and
W. Hayward, R.M.R. Passage.

LONDON, &c., DONGOLA, Noon, See Special
G. Philipps 10th March Advertisement.

For Further Particulars, apply to

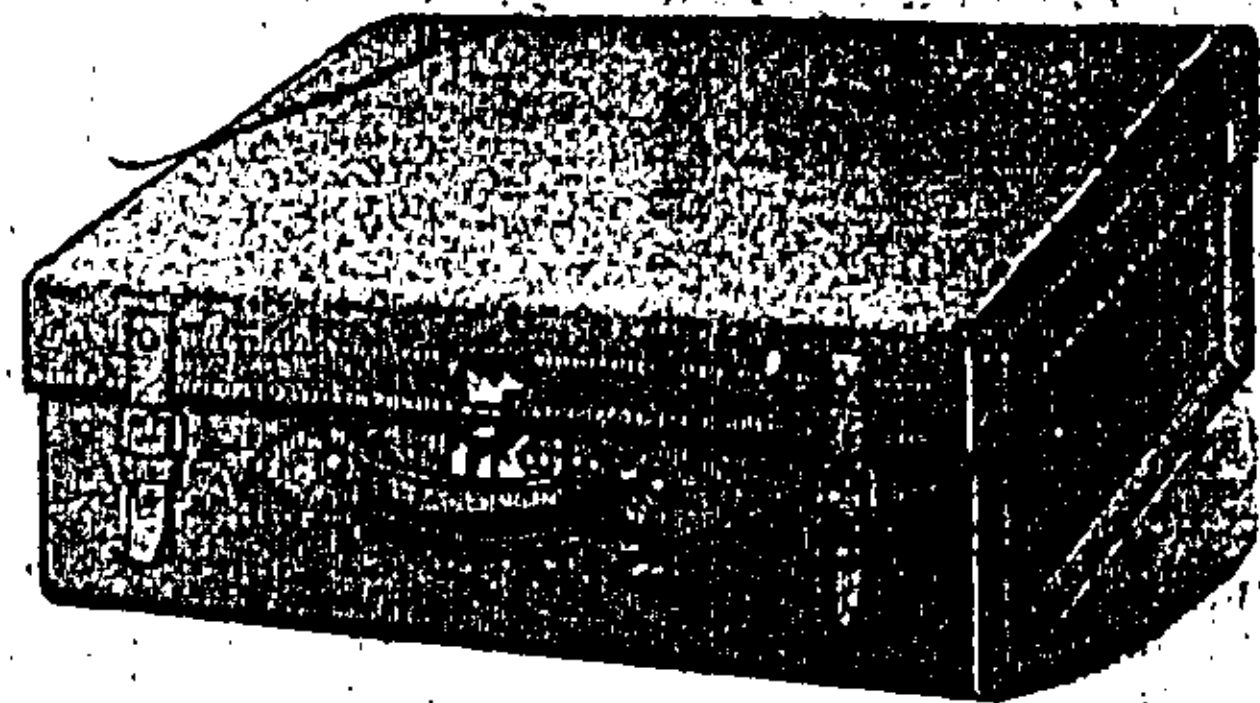
E. A. HEWETT, Superintendent.

Hongkong, 28th February, 1906.

Intimations.

LANE, CRAWFORD & CO.

SPECIAL VALUE IN SUIT CASES.



A LARGE SELECTION OF CABIN TRUNKS IN LEATHER, CANVAS, STEEL, CANE, ETC.

ALL SIZES IN LEATHER KIT BAGS.

HAT CASES, RUGS.

ALL KINDS OF TRAVELLERS' REQUISITES.

LANE, CRAWFORD & CO. Hongkong, 7th February, 1906.

AQUARIUS

SPARKLING MINERAL TABLE WATER; Qts., Pts. & Splits.

SILENT WATER; Qts. STONE GINGER BEER. GINGER ALE. TONIC. LEMONADE.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages and by these means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS CALDBECK MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central. Hongkong, 1st February, 1906.

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED. LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING. Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION. "MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 1 lb., when full. Maximum of simplicity and effect.

A SELECT DAY SCHOOL. THREE University trained foreign teachers and capable Chinese teachers. Careful supervision and individual attention assured. Both ENGLISH and CHINESE taught. Special attention given to Conversational English. Only a limited number can be admitted. ROOM for ONLY A FEW SEATS MORE. Apply at once to— F. O. LEISER, Head Master, Chinese Y. M. C. A., 26, Des Voeux Road, Central. Hongkong, 10th May, 1905.

ASSOCIATION NIGHT SCHOOL. BUSINESS Courses a Specialty. ENGLISH taught in SIX FORMS. Careful inspection of all work. SIX FOREIGN TEACHERS. TWO CHINESE TEACHERS. School opens on THURSDAY, March 1st. For further information, call or write— THE HEAD MASTER, Chinese Youngmen's Christian Association, 26, Des Voeux Road, Central, Hongkong. Hongkong, 14th February, 1906.

Intimations.

WANTED.

By a Young Man a Situation. No objection to Outposts. With knowledge of English, HAND and TYPEWRITING. Very good references. Salary no object. Apply to— "POST," C/o Office of this Paper. Hongkong, 23rd February, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE. WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes. 7.30 a.m. to 8.00 a.m. Every 10 minutes. 8.00 a.m. to 8.30 a.m. Every 15 minutes. 8.30 a.m. to 9.00 a.m. Every 10 minutes. 9.00 a.m. to 11.00 a.m. Every 15 minutes. 11.00 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every 10 minutes. 1.15 p.m. to 1.45 p.m. Every 15 minutes. 1.45 p.m. to 2.15 p.m. Every 10 minutes. 2.15 p.m. to 3.00 p.m. Every 15 minutes. 3.00 p.m. to 5.00 p.m. Every 10 minutes. 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes. 9.00 a.m. to 9.30 a.m. Every 30 minutes. 9.30 a.m. to 10.30 a.m. Every 15 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 11.00 a.m. to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 1.30 p.m. Every 15 minutes. 1.30 p.m. to 2.00 p.m. Every 10 minutes. 2.00 p.m. to 2.30 p.m. Every 15 minutes. 2.30 p.m. to 3.00 p.m. Every 10 minutes. 3.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days. SATURDAYS. Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators. Hongkong, 12th July, 1905.

COLD STORAGE. THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager. Hongkong, 22nd June, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED. In Casks of 375 lbs. net \$4.75 per Cask ex Factory. In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers. Hongkong, 30th September, 1905.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE CO. POSITION RED HAND BRAND, HARTMANN'S GREY-PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and EVERY KIND OF HIPS STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 7th March, 1905.

HONGKONG PHILHARMONIC SOCIETY.

THE First Practice of "THE CRUSADE" will take place on MONDAY, the 5th March, in the CITY HALL, at 5.15 P.M. Both Vocal and Orchestral Members are requested to attend.

R. T. D. SAYLE, Hon. Secretary, Hongkong Philharmonic Society, C/o The What & Godown Co., Ltd. Hongkong, 27th February, 1906.

A. CHAZALON & CO. 6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony, Hongkong, 30th September, 1905.

F. BLACKHEAD & CO., WHOLESALE, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE CO. POSITION RED HAND BRAND, HARTMANN'S GREY-PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and EVERY KIND OF HIPS STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES. Hongkong, 7th March, 1905.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights. H. HAYNES, Manager. Hongkong, 20th December, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE KOWLOON HOTEL. J. W. OSBORNE, Proprietor and Manager. Cable Address:—"Chef." KOWLOON. Telephone, "CONNAUGHT."

CONNAUGHT HOTEL. HONGKONG. A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Hydraulic Elevator. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. Under European Management. Launch Service for Guests. Hongkong, 16th June, 1905.

VICTORIA HOTEL, SHAMPEEN, CANTON, ON THE BRITISH CONCESSION. MACAO HOTEL, MACAO, CHINA. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT. EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS. WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN, PLUNKER'S

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,250 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.M.R.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willox.
"NANNING,"	569 "	" C. Baichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahuing, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dashing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

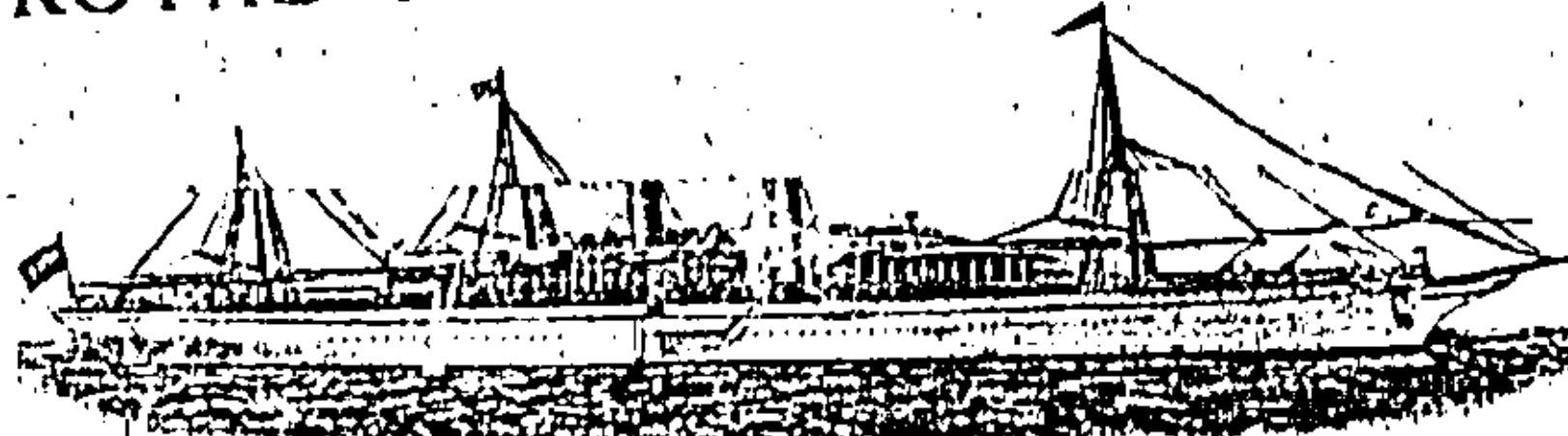
FARES:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPERESS OF CHINA"	5,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	2,440	WEDNESDAY, April 11	May 5
"EMPERESS OF INDIA"	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate or 2nd Class £40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
Hongkong, 21st February, 1906. Corner Piddar Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through bills to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th March } Freight.
LIBERIA	HAMBURG. (Calling at SINGAPORE).	13th March } Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st March } Freight.
SILESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th April } Freight and Passengers.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April } Freight.
SEGOWIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 28th February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of March, 1906, at Noon, the Steamship PRINZESS ALICE, Capt. Ch. Polack, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 12th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th March, and will be received at the Agency's Office until Noon, on TUESDAY, the 13th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the N. D. L. Mediterranean and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED AS VIA NAPLES, GENOA OR GIBALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to the Red Sea and to Europe and New York.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.

ON TUESDAY, the 6th March, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenaus, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£18. 10	£14. 00	£12. 15
TO BRISBANE	£39. 00	£20. 00	£14. 00
TO SYDNEY	£31. 00	£23. 00	£15. 00
TO MELBOURNE	£34. 10	£24. 10	£16. 00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS, EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	SUNDAY, 4th March, A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	WEDNESDAY, 14th March.
YOKOHAMA & KOBE	PRINZ WALDEMAR	WEDNESDAY, 14th March.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers. P. M. S. Co., O. S. S. Co., T. K. R. and from NEW YORK TO EUROPE by the magnificent express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th February, 1906.

Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 881.

Telegrams, "Dock, Yokohama." Codes A, B, C, 4th and 5th Ed. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905

[39]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO.	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES & LONDON.	Due at MARSEILLES (Brindisi 2 days earlier).	Due at PLYMOUTH (London 1 day later).
	Tons. Noon, Saturday.		Tons. Saturday.	Friday.
ARCADIA	7,000 .. Feb. 10.	BRITANNIA	7,000 ... Mar. 10.	Mar. 16
DELHI	8,000 .. Feb. 24.	MOLDAVIA	10,000 ... Mar. 24.	Mar. 30
DONGOLA	8,000 .. Mar. 10.	MONGOLIA	10,000 ... April 7.	April 13
DELTA	8,000 .. Mar. 24.	MOOLTAN	10,000 ... April 21.	April 27
OCEANA	7,000 .. April 7.	MARMORA	10,500 ... May 5.	May 11
			Sunday.	Saturday.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Peninsular & Oriental Steam Navigation Co. at Port Said.

In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG About	DUE AT LONDON About
† JAPAN.....	4,500	Feb. 14	Mar. 31
† SUMATRA.....	5,000	Feb. 28	April 14
† NUBIA.....	6,000	Mar. 14	April 28
† JAVIA.....	4,500	Mar. 28	May 12
† FORMOSA.....	4,500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at MARSEILLES. "JAPAN," "JAVIA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent,

Hongkong, 5th January, 1906.

[1]

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAU KONG LINES.

S.S. "TAK HING." SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUZHING, TAKHWA and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP	JAPAN	Second half March	JAVA PORTS	Second half March
TJIMAH	—	—	—	—
TJILIWONG	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YOKO BUILDINGS, 1st Floor. Hongkong, 27th February, 1906.

[15]

Intimation.

POWELL'S

Alexandra Buildings.

LADIES' FOOTWEAR.

SPECIAL BARGAINS.

ENGLISH-MAKE

BLACK GLACE LACE WALKING SHOES, \$6.75, \$8.75, \$10.75, \$11.75 pair.

BLACK GLACE STRAP WALKING SHOES, \$6.75, \$11.75 pair.

TAN GLACE STRAP WALKING SHOES, \$6, \$6.75, \$10 pair.

TAN GLACE LACE WALKING SHOES, \$6, \$7.50, \$8.75 pair.

TAN WILLOW CALF, BUTTON, WALKING SHOES, \$9.50 pair.

WHITE CANVAS LACE & STRAP SHOES, \$4.75, \$7 pair.

WHITE KID SLIPPERS—Plain and Strap, \$5.75, \$6.25 pair.

WHITE SATIN SLIPPERS—Plain and Beaded, \$7.50, \$9.50 pair.

PLAIN BLACK AND BRONZE EVENING SLIPPERS, \$7, \$7.75, \$8.50 pair.

BLACK & BRONZE EVENING SLIPPERS—Beaded, \$9.50, \$10.75, \$11.75, \$12.25, \$13.50 pair.

BLACK & BROWN CALF & GLACE BOOTS, \$10, \$11.50, \$12.50 pair.

TENNIS SHOES, \$2.25 to \$7.50 pair.

AMERICAN MAKE

BLACK GLACE LACE WALKING SHOES, \$9, \$12, \$13 pair.

TAN GLACE LACE WALKING SHOES, \$11.75, \$12.50, \$14, \$15, \$16.50 pair.

BLACK & BRONZE EVENING SLIPPERS—Beaded, \$10.50, \$18.50 pair.

PATENT WALKING SHOES, \$16 pair.

BLACK GLACE, PATENT CAP, LACE BOOTS, \$16 pair.

The finest Material and Workmanship obtainable.

Inspection invited.

Wm. POWELL, Ltd.,

ALEXANDRA BUILDINGS,

111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 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911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 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ITALIAN VERMOUTHS

SOLD IN THE COLONY.

AND MADE IN FRANCE.

Hongkong, 24th July, 1905.

NOTICE.
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DEATH.

On the 19th February at Koba Mrs. MARIA HILLIGER, mother of Capt. C. C. Fullert.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEB. 28, 1906.

THE NANCHANG TRAGEDY.

The news which has come from Nanchang, through Chinese sources, is far from reassuring; for the very fact that there is a conflict of evidence as to how the quarrel originated between the missionaries and the magistrate leads us to suspect that the outbreak is only the climax of deep-seated trouble. The allegation that a priest stabbed the magistrate at Nanchang is hardly credible, except on the supposition that human nature excited itself in the missionary and losing all control of his passions he enforced his arguments so fatally that the lives of all missionaries in the district were placed in jeopardy. But even then such an idea is beyond belief, especially at this juncture, when feeling in China is being sedulously excited against foreigners and foreign affairs generally. The missionaries must have been well aware that it was their duty, as well as their own personal concern to walk warily, to conciliate rather than coerce, and to maintain the friendliest relations with the people and the officials. Of course, it will be suggested immediately that the ebullition at Nanchang is entirely the outcome of anti-foreign feeling, and no doubt there is an anti-foreign spirit at the back of it all. But was that anti-foreign feeling the direct cause of the unhappy tragedy at Nanchang? We doubt it. When we read that while the missionaries were in the city, the priests, on the other hand, were reluctantly forced to the conclusion that the priests brought trouble upon themselves by injudicious methods and needless friction with the authorities. The magistrate, it is alleged by the Catholics, committed suicide to "save his face." It is a well-known fact that officials have frequently adopted that method of getting out of their difficulties in the past, and there is no reason to believe that they will not do so in the future, but what had happened in the first instance to lead to such a drastic end? We know that there were disputes between the authorities and the priests, and the general public are always ready to side with the officials against the foreigners. Perhaps this is natural, but in the event of a riot it is the rabble, the off-scourings of the city, who come to the front, who burn and loot and commit murder, under the veil of popular excitement. It, therefore, behoves the missionaries to act with the utmost prudence when dealing either with the people or the magistrates. It was a very trifling matter that led to the Lien-chau tragedy, and it was probably a small excess of zeal over discretion which resulted in the death of at least eight persons at Nanchang. Only the other day a correspondent in the N. C. Daily News wrote against the arbitrary proceedings of some priests in the Siangnan cities. In one case they had taken the law into their own hands when a Catholic convert had offended in some way or other. There was a riot, it appears, and the convert was forcibly rescued by his friends; but as the priests escaped and nobody was injured the affair ended quietly. At least nothing seems to have been heard of it officially, and, as there were no foreigners to complain, no notice was taken of the disturbance. According to the correspondent in question "The priest, on reaching Liangyang, went precipitately to the magistrate. When he had told his story, the magistrate, a very independent man, spoke up and said: 'The people did the right thing. How did you dare to usurp my power? These people are my subjects, not yours. I am magistrate, not you. Whence have you power or right to wield the bamboo and apply the cane? You have committed a grave misdemeanour, and are the guilty party; not the people who freed the prisoner from an unlawful imprisonment. Study your treaties and see. I refuse to make any arrests in this connection.' He further complains that the usurpation of civil powers by the priests is

general and mischievous. It is only fair to state that the Roman Catholics have a totally different story to tell and the head of the Catholic mission at Lianchou replied to the allegations of the writer. One prelate asked peremptorily for the name of the writer, the names of the priests concerned, and other data, in order that the matter might be probed to the bottom. The editor of the N. C. Daily News, while refusing the name of the contributor, declared that there was no animus against the Catholic clergy, so we take it that at least the writer was no irresponsible fanatic, charged with hatred of things Catholic. Whether the story was true or false, whether it was a gross concoction or an incident magnified by malice out of all proportion to its original meaning, one thing remains clear. There is a distinct impression abroad that the Catholic priests are apt to be meddlers, to toy with powers which properly appertain to the civil powers. That impression may be right or wrong, but it exists, and there are always plenty of detractors to give it voice at the smallest opportunity. We know that there are good and sainted men in the ranks of the Catholic missionaries as well as in the fold of the Protestants. The late Bishop Piazzoli, of Hongkong, lived for years among the Chinese, just as his successor has done, without rousing the slightest feeling. Indeed, they won the good-will and respect of all honest natives. It was Father Piazzoli, if we remember rightly, who was tended, when sick, by pagan natives, who was hidden in safety when a marauding band was scouring the district in which he worked, and who was always sure of a welcome from his people. But all missionaries are not endowed with that gift of sane consideration for the prejudices and feelings of others, and it is by a continual rubbing of sharp corners that these zealots arouse sullen anger, which is ready to burst into flame at a moment's notice. It would be pleasant to think that the present trouble at Nanchang was caused by some totally different reason, and that the missionaries did nothing to foster the hatred against them, or lead to the outbreak of riot. And until complete accounts come to hand we are not disposed to judge, but appearances are decidedly against them. At this time when we hear so much about anti-foreign feeling in China it is interesting to read the testimony of two travellers who have returned to Shanghai after an extensive tour. They wrote: "We visited five walled cities and many villages, looked up embryo schools of the 'new fashion' and temples galore, walked through streets, slept in out-of-the-way temples on unfrequented distant hills, and may fairly say that we had an opportunity of testing the temper of the people at many points in a stretch of country lying west of this Municipality and up to the Great Lake. We took no arms. We saw absolutely no evidence of hostility to foreigners, present or absent. On the other hand, the courtesy, good nature, and friendly curiosity of the people was everywhere evident." The conclusion is, that so long as people mind their own business and do not go out of the way to ruffle the feelings of the crowd, so long will they be immune from danger. When they trample on the corns of the people there is bound to be trouble, and the worst of it is, when there is trouble, it is the women and children who are murdered or injured. We have hardly yet got over the shock of reading the horrible treatment meted out to the women victims at Lienchou. Now there is this affair at Nanchang. When will the missionary authorities resolve that no women or children shall be allowed to live in the interior? This spirit of devotion to duty is very commendable; the heroism which leads the missionaries to throw away their lives for their cause is very fine; but it is self-sacrifice gone mad, and when it means the immolation of hapless females it should be sternly checked, and prevented by brute force if no other argument will prevail. We have referred to this before, and probably we shall have to refer to it again, for it is quite certain that public opinion is with us on the point. The missionaries would obtain the approval of the world in general if they adopted the principle that women workers should not be allowed to go beyond the treaty ports. There is plenty of work for them there—there is plenty for them at home, if it comes to that—but, if they will enter the mission field, let them confine their efforts to the fringe of the Chinese Empire, instead of marching into the interior. Then when troubles arise the men may be trusted to look after themselves, unhampered by trailing women and children away from the mob. It is a long list of missionary victims that China has claimed, and the riot at Nanchang had as lamentable an ending as any that had preceded it. It remains to be seen now what the Powers will exact by way of indemnity for this latest eruption among the Chinese.

TWO natives were charged with fighting. On being asked what they had to say the first man replied:—"He owed me money. I asked for it, and he refused to pay up, and so I gave it to him." Sequel: \$5 each.

LOCAL AND GENERAL.

We have received the half yearly report of the Osaka Sothen Kaisha, Ltd

It is reported that Baron Suyematsu, who has just returned from London, will be appointed Ambassador at Rome.

INVESTIGATIONS made by the authorities show that the total value of Japanese Bonds held by foreigners amounts to ¥130,000,000.

TOMORROW, St. David's day, will be honoured by the Welshmen in the Colony by a "St. David's Dinner," at the Hongkong Hotel.

THE death is announced of Mr. Carl Joubert, the author of several works severely denouncing the present system of Government in Russia.

THE Dowager Empress has sent to the American Legation a number of wedding presents for Miss Alice Roosevelt. The presents consist of costly jewels, silks and ermine robes.

TWENTY-ONE deportees from the Straits Settlements arrived here to-day by the s.s. *Chatterhouse*, all artistically covered in bed blankets. The police took charge of the bunch as soon as the vessel was anchored and passed them on to "pastures new" to-day.

"SEE that this man is deported," remarked Mr. F. A. Hazland at the Police Court this morning, when Hui Pun, a coolie, was charged, at the instance of Sgt. Terrett with snatching an umbrella from a passenger on board the s.s. *Hongkong*. A sentence of three weeks' hard labour and six hours' stock, was inflicted by the magistrate.

At the instance of Sgt. Wilden, eight fishermen were placed before Mr. F. A. Hazland, at the Magistrate's Court this morning, on a charge of stealing oysters from oyster-bed at Deep Water Bay, between the 20th and 25th instant. Mr. P. W. Goldring appeared for the prosecution, and Mr. K. J. Gardiner, for the defence. The case was adjourned. Bail \$50 each.

"I was walking quietly along the street and a Chin-chow coolie called me, handed the bag to me and then disappeared." This was the yarn Chan Kam wanted Mr. Hazland to believe at the Police Court this morning when he was charged with being in possession of a bag of rice. His Worship did not want to hurt Kam's feelings by calling him a liar, but imposed a fine of \$5.

THE Waiwupu has wired to the Viceroy of Liangkang concerning the molestation by a band of ruffians of two missionaries travelling with their families to Canton. The servants with them managed to save them from actual injury but their position was critical for a time. The missionaries have been directed to see to it that all missionaries and merchants travelling in the interior are not molested or robbed, in order to avoid trouble.

By kind permission of Lt. Col. Aitkin and Officers, the band of the 119th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday, the 1st March, weather permitting.
March....."The Soldier"
Cavatina....."Junita"
Waltz....."Tost Passé"
Selection....."Guy Rags"
Song....."I Dream a Dream"
New Round Dance....."The Vole"
God save the King.

THE City, writes a correspondent, has at present, an appearance which one is wont to associate with Piccadilly and Belgravia, at the close of the season, for verily the "central" district is "up" indeed, and wherever one turns one sees piles of clay flanking trenches in which pipes, asbestos-covered wires, and what not, are being promiscuously laid, and in consequence both vehicular and pedestrian traffic is much interfered with. Why not arrange these matters "in sections?"

AT New York last month Captain William H. Van Schick was found guilty of criminal negligence in failing to have fire drills on the steamship "General Slocum," which he commanded in June, 1904, when the steamship burned, with the loss of more than 1,000 lives. He was immediately sentenced to ten years' imprisonment by Judge Thomas, of the United States District Court. The jury disagreed as to two other counts in which he was charged with criminal negligence, by the tolerance of life preservers of a poor quality on the steamship.

ONE of the Seattle newspapers prints a startling story of the last trip to the United States of the American army transport *Thomas*. It seems that when about 2,000 miles from Nagasaki the coalpassers in the hold picking coal to the fireman discovered two sticks of dynamite. The passengers were panic-stricken when the news got around the ship and great caution was taken in handling the coal. The officers stated that they believe the Japanese stevedores put the dynamite in the coal when loading it, because of their feeling over America's part in the making of the unpopular peace treaty.

FOLLOWING closely on the free fight which took place last week between two gangs of coolies employed by the Kowloon Godown Co., the outcome of one gang refusing to make way for the other's timber-laden truck, another took place to-day, arising, as we understand, from the same cause, with the result that one of the coolies was "laid out," and being rendered hors de combat, the police were called upon to intervene, and the coolie, who had received some pretty nasty knocks on his head, was removed by Constable Foley to the Government Civil Hospital, where he was detained for treatment. Several of the sisters were arrested, and they will be given an opportunity to be heard at the Magistrate's court.

THE "CAO-BANG."

SAIGON DOUBTFUL OF HER SALVAGE.

The *Cao-bang*, says the *Courrier Saigonnais*, is still on the island of Pulo Canton, and its situation has in no way improved. By the *Oceanica* there has arrived at Saigon M. César, the engineering expert of the Messageries Maritimes Company. M. César has been specially sent to consider whether the *Cao-bang* can be refloated, and is accompanied by M. Mazich, who is connected with the Toulon arsenal, and whose services have been lent to the M. M. Company. Prior to the arrival of M. César, a careful examination of the vessel's position had been made for M. de Bailloud, the Company's agent-general, by M. Ristorelli, the company's manager at Saigon, in company with Mr. Jameson and M. Mazich. From that examination it was clear that the refloating of the *Cao-bang* presented great difficulties. Mr. Jameson demanded a million francs (40,000) to refloat the vessel and tow her to Hongkong. The repairs which would be involved were estimated to cost more than another million francs. The *Cao-bang* cost when new three millions, so that it is almost hardly worth while spending £80,000 in refloating her. Another reason for this view is to be found in the fact that under French law merchant vessels subsidised by the French Government must not be repaired in a foreign country, and if the *Cao-bang* were repaired in Hongkong, she would cease to be a subsidised vessel. Consequently it was to be expected that the Messageries Maritimes would prefer to build a new vessel in France for the trade to the Far East. That was a reason, which led the people of Saigon to regret once again that there were no docking facilities at Saigon. Very fortunately, however, that important equipment of the port is to be provided shortly. M. François Deloncle has conferred with M. Clementel, Minister of the Colonies, on the subject and it has been decided to appropriate 16 million francs—out of a total sum of 80 millions, to be devoted to works of public utility—towards the construction of a graving dock, etc. This is also to be in connection with the defence scheme of the French Government in Indo-China. But, continues the *Courrier Saigonnais*, before there is a dry dock where will the *Cao-bang* be? Some of the officers of the vessel are still in the vicinity of Pulo Canton. When the vessel is given up as a hopeless wreck it will then pass from the M. M. Company to the Government. The *Courrier*, it will be seen, is far from sanguine that the vessel will be refloated.

THE PEAK TRAMWAY.

CASE ADJOURNED.

Owing to the expected lengthy arguments of counsel the case of the Peak Tramway was set for hearing to-day at 10.30 a.m. instead of 11 a.m. as usual, but when those interested in the case assembled in the Court the Deputy Registrar, Mr. J. W. Lee Jones, announced that, owing to the sudden indisposition of Mr. Z. W. Lee, who was expected to appear, and his inability to appear in Court, His Honour Sir Francis Pigott, Chief Justice, had decided to adjourn the case until Monday week, the 12th prox. at 11 a.m.

"AN UNPARDONABLE OFFENCE."

ENGINEER'S CERTIFICATE CANCELLED.

At the Harbour Office this morning, before Captain the Hon. Barnes-Lawrence, Harbour Master, an inquiry was held into the circumstances connected with a charge of negligence preferred by Thomas Watson Robertson, superintendent engineer of the "Star" Ferry Co., Ltd., against the engineer of the ferry launch *Morning Star*, which occurred on board the launch on the 17th and 20th instant in the harbour.

The complainant stated that on the 17th instant, at 12.45 p.m., he was on board the *Morning Star* going across the harbour. Witness went to the lower deck and looked down into the engine-room and saw the fireman on duty working the engines. He went below at once to see if defendant was present. When the fireman had started the engines he returned to the stokehole—an entirely different compartment from the engine-room. Witness remained in the engine-room all the way across the harbour and during that time there was no one in the engine-room but himself. When entering between Nos. 2 and 3 wharves the fireman again came from the stokehole and worked the engines into the camber. On returning to the main deck, after the *Morning Star* was moored at the wharf, the engineer passed witness, having presumably been informed that witness had been in the engine-room.

C. Xavier corroborated the evidence of the last witness, and added that when he saw that the engineer was not at his post witness sent the fireman to call defendant. After the fireman had returned, witness saw the engineer getting out of his bunk. He (defendant) was asked what he was doing there but gave no reply.

The Harbour Master—How many engineers are there for each launch?

Mr. Robertson—There are two engineers for each vessel, who divide the hours of running between themselves, viz: 14 hours per day.

In his reply, defendant said that on the day in question he was only out of the engine-room for about eight minutes to get a towel to wipe his face and it occurred when the *Morning Star* was half way across. The fireman was in the habit of lending a hand in the engine-room but defendant denied asking him to look after the engines.

Capt. Barnes-Lawrence, in summing up, said that the complaints showed a very gross neglect of duty. Defendant admitted the first case of negligence but in the second his statement did not adhere to truth. "To leave the engine-room under the circumstances brought to light," continued the Harbour Master, "is an unpardonable offence, and one which might have endangered the lives of the passengers on board at the time." The defendant's certificate was cancelled.

E L E G R A M

"HONGKONG TELEGRAPH" SERVICE.

THE KIANGSI SLAUGHTER.

HOW IT ORIGINATED.

ALLEGED SERIOUS CHARGE AGAINST FRENCH PRIEST.

PROPERTY DESTROYED.

[From Our Own Correspondent.]

Shanghai, 27th February,

12.15 p.m.

Particulars of the riot and murders at Nanchangfu, from Chinese sources, are now to hand.

It is reported that twenty-two Catholics invited the magistrate of the district to dinner for the purpose of discussing the questions in dispute.

It is alleged that a priest named Laeruche stabbed the magistrate in the throat twice.

This led to a riot on the part of the Chinese on Sunday.

The mob attacked and killed the Rev. Father Laeruche and five other Catholics. The Rev. Mr. Kingham (an Englishman) and his wife were murdered. Miss Kingham, their daughter, was wounded.

Miss Warr, the infant children of the Rev. Mr. and Mrs. Kingham and the other missionaries escaped to Kiukiang.

"The cathedral of the French Catholic Mission and the school building of the Plymouth Brethren Mission were destroyed by the rioters.

The Rev. Mr. Quimback, of the Methodist Church, and the Rev. Mr. Thor, of the China Inland Mission, remain at Nanchangfu.

The Catholics deny that the Chinese magistrate was attacked by the Rev. Father Laeruche. They allege that that official committed suicide to "save his face."

[The above telegram was delayed in transmission.—Ed. H.K.T.]

SINGAPORE HARBOUR.

SCHEME PROPOSED INVOLVING OVER ONE MILLION STERLING.

At the last meeting of the Legislative Council of the Straits Settlements the Colonial Secretary gave notice that at next meeting he would make the following motion:—"That this Council approves the acceptance of the tender of Sir John Jackson, Limited, for the construction for a sum of £1,030,693 of the works for the improvement of Singapore Harbour as proposed in the report of Messrs. Coode, Son and Matthews, dated 15th February, 1904, excluding the South and East Moles, as recommended by the Consulting Engineers in the telegram from the Crown Agents for the Colonies dated 13th February, 1905, the depth alongside the quay to be 18 feet admitting of a depth of 20 feet hereafter, by further dredging, and on the understanding that the contractor agrees to construct the two outer protection moles if required by the Colonial Government within two years from the acceptance of the tender." Mr. John Anderson remarked that this involved questions upon which one would desire some information, such as what was proposed to be done in connection with the Singapore River and what was proposed to be done by the Government with regard to the extension and development of Tanjong Pagar. These were questions which bore more or less on this motion, and he suggested that further information upon the subject should be afforded. His Excellency replied that the Government would be perfectly willing to give any hon. member of Council any information in its possession bearing on this matter. With regard to the extension and development of Tanjong Pagar had to find the money to meet all charges upon it. With regard to the Singapore River, there was no intention on the part of the Government of rushing the matter upon the Council, but as they knew he was going on short leave and it was thought desirable to have some opinion on the subject before he went home, that was the only reason they desired to have, at any rate, a beginning of the discussion at the following meeting. It is estimated that the work will occupy some eight years.

SHIPPING AND MAILS.

MAILS FOR

Australian (*Changha*) 2nd prox.
German (*Bayern*) 3rd prox.
French (*Tonkin*) 4th prox.
German (*Prinz Waldemar*) 10th prox.
Indian (*Kunming*) 12th prox.
Canadian (*Empress of China*) 13th prox.

The Boston S. S. Co.'s s.s. *Shawmut* arrived at Tacoma on 26th inst.
The H. A. L. s.s. *Dacla* from Hamburg, left Singapore for our port on 27th inst. a.m., and may be expected here on 5th prox.
The C. P. R. Co.'s s.s. *Tarlar* arrived at Nagasaki at 8 a.m. on 27th inst., and left again at 4 p.m., same day, for Kobe, where she is due to arrive at 6.30 a.m. on 1st prox.

TELEGRAM.

[Renter's.]

The Moroccan Conference.

London, 26th February.
It is stated in Vienna that Austria and Russia have endeavoured to induce Germany to meet the demands of France in regard to policing Morocco, and that Austria will not support Germany unless Germany changes her policy.

ORGAN RECITAL.

AT S. JOHN'S CATHEDRAL.

Another of Mr. Denman Fuller's always successful organ recitals was given in S. John's Cathedral, at 5.30 p.m. yesterday. There was a fairly large congregation present, in anticipation of musical good things to be put before them. The recital opened by Mr. Fuller's playing of Schubert's Unfinished Symphony, *Andante con Moto* which was followed by Grieg's *Pedestal in Spring*, both speakingly rendered, both pieces being well suited to show the possibilities of the fine Cathedral organ. The quartette "God is a Spirit" was very beautifully rendered by Miss Selh, Mrs. Jenkins, Mr. A. E. Paige and Mr. J. Whittall, the voices blending in most perfect harmony, the beautiful lines being so rendered that had it been anywhere else than the sacred precincts of the Cathedral an undeniable encore must have followed. Wagner's *Tristan and Isolde*, Massenet's "The last sleep" and MacDowell's "To the sea" were exquisite items unsurpassably rendered, while Turner's *St. John's*, sung by the full Cathedral Choir, was alone worth going far to hear. Tchaikovsky's *Romance*, and Elgar's *Imperial March* were the well-selected and well-executed closing items, after which a collection was made on behalf of the Cathedral Choir Fund, and then the Benediction, pronounced by the Rev. F. T. Johnson, brought another very enjoyable function to a close.

THE NEW "EMPEROR."

C. P. R.'S NEW STEAMER LAUNCHED.

The C. P. R. steamer, *Empress of Ireland*, was successfully launched on Jan. 27 from the Fairfield yards, Govan, in the presence of a large gathering, including many Americans and Canadians.
The *Empress of Ireland* is a twin-screw steamer of 14,500 tons and 18,000 horse-power; her engines are built to develop a speed of 18 knots, with a reserve of two knots, equalling 20 knots. She will have accommodation for 412 first-class passengers. The maiden voyage of the *Empress of Ireland* will be made in June to Quebec and Montreal.

THE JAPANESE TRAINING SQUADRON.

THE DEPARTURE.

A CRUISE OF 20,000 MILES.

The Japanese training squadron, composed of the cruisers *Tokitsukasa*, *Utsukusa*, and *Atsuta*, under the command of Admiral Shimamura, set out on their prolonged cruise on Thursday morning, says the *Japan Chronicle* of 17th Feb. Admiral Viscount Ito, Admiral Togo, Admiral Ijima, Admiral Sakamoto, and other naval officers were at Yokohama to witness the departure. These visited the three cruisers and bade the crews farewell. The destroyer *Hatsukaze* and four torpedo-boats from the Yokosuka Port Admiralty accompanied the squadron as far as Kure. The squadron carries about 200 naval cadets, and its complement consists of over 1,300 officers and men. The training cruise, which was suspended during the war, will cover 19,000 miles, occupying 120 days, of which some 70 days will be spent in harbour. The squadron is expected to return about August 25th next.

THE GARDER MISSION.

CEREMONY OF INVESTITURE.

The following is a description of the investiture of the Emperor of Japan with the order of the Garder. Mr. Miles Wedderburn Lampson, Secretary to the Mission, entered the Hall, bearing the documents relating to the investiture. He saluted his Majesty on entering, proceeded six steps towards the Throne and again saluted, then taking up a position on the left of the Hall, making a final salute, and then, following, proceeded with similar ceremony to a position next to the Secretary of the Mission, facing the Throne. Colonel Arthur Davidson next entered, bearing the Star and the Mantle, proceeding to the right-hand side of the Hall, facing Captain Wyndham. Admiral Sir Edward Robert Seymour and General Sir Thomas Kelly-Kenny, bearing the Garder and the Collar respectively, appeared together, General Kelly-Kenny taking up a position on the left, and Admiral Seymour on the right. Then came Lord Redesdale, bearing the Ribbon and the George (or badge). His Royal Highness Prince Arthur of Connaught appeared last, bearing the credentials of his Majesty the King of England. After saluting the Emperor, the Prince slowly advanced to the Throne, and ascending the two lower steps, presented the Emperor with his credentials. Rising to the third step of the Throne, the Prince read the Address announcing his Mission, which was translated by Mr. Takasaka, a Master of Ceremony, to his Majesty. The ceremonies attending the presentation of the Order being concluded, his Royal Highness proceeded with the investiture of his Majesty, affixing the decorations and insignia in person. The Emperor wore full ceremonial costume, with certain special adaptations to allow of the details of the investiture from Mr. Lampson, ascended two steps of the Throne, and knelt on a cushion. The Emperor rested the left leg on a specially-designed support whilst Prince Arthur deftly affixed the dark blue velvet band, with its buckle and pendant of gold, enriched with jewels. Assisted by Mr. Lampson, the Prince then affixed the Ribbon of the Order, passing from his Majesty's left shoulder obliquely to beneath the right arm. The eight-pointed silver Star, the dark blue velvet Mantle, lined with white taffeta, the Collar, consisting of twenty-six circular medals of gold fastened together with chains, were next invested in the order named. The Hat, of black velvet surmounted by a plume of white ostrich feathers, was lastly presented to the Emperor, who lightly raising it to his head, passed it to a Chamberlain in waiting to receive it.

CANTON IN FLAMES.

FOREIGN SETTLEMENT IN DANGER.

[From a Correspondent.]

Canton, 27th February.
A great fire is in progress near the Shamene. Many houses have been gutted, including the Shamene guards headquarters.
The fire is spreading on all sides.
The west bridge front of the Shamene Hotel is near the centre of the conflagration.
It is still raging, and nobody can tell how far it will progress.

THIRTEEN HOUSES GUTTED.

According to news received in Hongkong to-day, thirteen houses were gutted in Canton as a result of the fire yesterday. No particulars are to hand regarding the origin of the fire but that it raged with great fierceness for many hours is established. The fire broke out in the row of houses on the canal facing the Shamene. So strong was the outbreak that in a very short time the whole row of houses was ablaze. A high wind was blowing and sparks were flying over the canal, alighting on the foreign houses. The foreign staffs abandoned their lodgings to keep the stray sparks from setting fire to the houses on S. C. Watson and Co.'s staff were kept busy fighting the flames and preserving their premises from attack by the fire on the opposite side of the canal. The Chinese houses which were ablaze were in the centre of the business quarter and were occupied by wealthy firms. The outbreak occurred almost directly opposite the Shamene Hotel. No estimate of the damage has yet been obtained, but the damage may be anything up to half a million dollars.

The Hongkong insurance offices do not seem to have suffered very heavily. One office has lost \$2,000, and another \$5,000, and so far as we have been able to discover that is about the total extent of the damage. The only foreign firm which appears to have been involved in the fire is the British-American Tobacco Company whose godown has been utterly consumed. There was a large quantity of tobacco in stock and that has disappeared in smoke, but not in the way intended. No other foreign firm has apparently suffered, but in great measure that was due to the exertions of the foreign assistants.

ANOTHER ACCOUNT.

ORIGIN OF THE FIRE.

A great conflagration broke out at Canton at four o'clock yesterday afternoon, caused, we are informed, by the dropping of a hanging-lamp in one of the houses. The outbreak occurred at Sha-kee, facing the Shamene Hotel, from which it is divided by the canal. The Canton brigade turned out, and soon seven steamers were playing on the flames. A strong wind was blowing at the time and it was feared that the flames might reach the Settlement. In order to keep order in case of rowdies entering Shamene, blue-jackets from the *Mowchen* and U.S.S. *Albatross* were called out, and they patrolled the Settlement. Every minute the flames increased in fury and swept the buildings, notwithstanding the efforts made by the fire-fighters to extinguish the conflagration. The streets were crammed with spectators and, in the crush, several were trampled on and had to be removed. The entire community of Shamene turned out and the place was illuminated by the flames.

The old and dry buildings were built like match wood, and the fire burnt right down to the creek where it stopped.
In consequence of the wind that was blowing across Shamene a spark flew over and lit the shutters of a new building. However, the blue-jackets managed to extinguish it, so no damage was done on the European Settlement.

The guardhouse on the bridge was entirely demolished, and the soldiers, with their ammunition, had to take refuge in a godown in Shamene.

The fire lasted for a considerable time and in that time, our informant says, many houses were gutted, the majority being Canton shops.
Then the fire was actually extinguished, crowds of looters rushed into a building for food, and a wall collapsed, killing one Chinese man and it is stated, injuring a few others.
As far as our information goes it does not appear that any person was burnt.

FATAL TRANSPORT FIRE.

THREE AMERICANS KILLED.

A special cablegram to a Manila paper dated London, February 5, is to the effect that cable a/c received there from New York say that three persons were killed and 58 severely injured in the disastrous fire on the transport *Meade* at the San Francisco quatermasters dock, on January 31. The second infantry was on board ready to sail for Manila on the following afternoon and all the equipment of the regiment was stored away in the hold when the fire broke out. All this was practically destroyed. What was not burned was injured by the water and the smoke and will have to be replaced before the troops can proceed to Manila. When smoke was seen issuing from the hatchway almost a general panic ensued, as the troops had just been placed on board and the ship was in a state of confusion. Order however was restored shortly after the alarm and the fire fighters soon had the flames under control. In the first wild scramble, which fortunately did not extend so far as to include over a tenth of the troops, three men were killed and 58 injured. Confidence, however, was soon restored by the officers and the injured cared for.

THE HONGKONG V.R.A.

GOVERNOR'S CUP, 1905.

Mr. W. D. Braidwood put in the highest card for the 1905 Governor's Cup for February March. He also wins one of the spoons presented by this Association, while Mr. A. Blouey takes the second spoon. Below are the principal scores:—

W. D. Braidwood	49+20=69
A. Blouey	50+10=60
J. H. Pidgeon	62 scr. 62
J. Whittall	54+6=60
W. H. T. Davis	53+6=59
J. J. Stubbings	56+4=60
E. W. Terrey	44+14=58
G. M. Harston	34+24=58
Sir F. T. Piggott	51+4=55
A. W. J. Watt	49+6=55
J. McCubbin	41+14=55
W. Goodfellow	46+9=55
H. W. Fraser	42+10=52
Dr. E. Evan Jones	41+8=49

THE KAISER'S SILVER WEDDING.

"FURST BISMARCK" ILLUMINATED.

The German flagship *Furst Bismarck* presented a magnificent sight last night, when she was illuminated from stem to stern and from water line to truck in honour of the silver wedding of their Majesties the Emperor and Empress of Germany. The fine lines of the vessel were silhouetted against the dark shadows of the water and she stood out a perfect picture of beauty and grace. Not a line was dropped in the scheme of illumination and not a harsh note was present. The delightful scene enchanted those who had occasion to be on the Praya, while residents in the hill district had a spectacle which is far too seldom furnished in this port. Everybody commented on the marvellous charm of the scene presented by the *Furst Bismarck*, and the officers and men of the battleship are to be congratulated on the effect of their skill.

CHINESE MISSION IN AMERICA.

ORIENTAL GUEST ROBBED.

Mr. Lee Chung Yee, one of the members of the Imperial Chinese Commission now studying Government methods in Washington, has been introduced to a new trunk trick, at a cost of \$435. He does not understand it as yet, but a string of railroad detectives stretching across the continent is trying to provide him with the explanation. When the commission arrived in San Francisco, sixty strong, with more than 300 pieces of baggage, it was decided to send part of the baggage directly to Washington. Like most of the other members of the party, Lee Chung Yee packed in a trunk the articles he would not need before reaching the national capital. In his coat he placed a pocketbook containing \$435 in bills. The trunk was duly shipped. The commission arrived in Washington and the trunk was delivered at the Arlington Hotel. The coat was all right, but the money was gone. Then Mr. Lee Chung Yee observed that the trunk strap had been cut and the lock forced. More than 100 other trunks had been shipped at the same time. None of them had been rifled; but then none of them had contained money, as did that of Mr. Lee Chung Yee. He is wondering how the thief happened to pick upon this particular trunk.

OSAKA SHOSHEN KAISHA.

THE SHIPPING TRADE AND UNFAVOURABLE RUMOURS.

It appears that the unfavourable conditions prevailing in the Japanese shipping trade consequent upon the large number of vessels available are giving rise to various rumours with reference to the situation of the Osaka Shoshen Kaisha, and some of the larger shareholders of the company are said to be selling. In reply to these rumours the *Osaka Asahi* states that of course the Osaka Shoshen Kaisha cannot be exempt from the difficult position in which all the steamship owners in Japan find themselves at present. Vicissitudes are liable to attend business, but there can be no cause at present to fear for the prosperity of the O.S.K.

The Osaka journal gives the position of the company as ascertained from the proper source. The total profits of the company for last month, says the *Asahi*, amounted to ¥15,510, against ¥17,461 for the corresponding month of last year. There are no signs of improvement in the business. The month of February is generally a bad one for the shipping business, and so far it is impossible to hope for any better result than in the previous month. The paid-up capital of the company in the first half of last year stood at ¥8,250,000, and it is now ¥10,000,000. On this increase in capital, the profits for last month showed a heavy decrease as compared with January last year—a decrease caused by the advance in coal and increase in general working expenses, but little increase in receipts. The receipts and expenses of the company for last month are compared with the corresponding month of last year as follows:—

	This year.	Last year.
Freight	¥446,641	¥417,408
Passengers	173,599	139,968
Charter money	131,191	139,817
Government subsidy	98,014	87,124
Sundries	55,055	36,585
Total	¥904,411	¥811,930
EXPENSES.		
Ships expenses	¥365,778	¥194,613
Working expenses	93,805	87,188
Office expenses	70,000	65,074
Tax and other dues	31,179	13,921
Charter money	110,723	219,375
Sundries	71,416	57,137
Total	¥788,901	¥637,308

The coal expenses, which amounted to ¥80,000 for January last year, increased to ¥155,000 last month. Salaries and wages account rose from ¥46,000 to ¥65,000, and the cost of food from ¥19,000 to ¥70,000. There is no prospect of the coal market going down a few months hence, and the pay list is now reduced to the lowest possible figure. Recently many hands were dismissed, but this does not reduce the expenses for six months by more than ¥20,000.

Referring to the prospects of the working for the present half-year, the *Asahi* observes that activity in the shipping business commences generally by the middle of March, and there can be no room to doubt an increase from April in the receipts. Taking the average monthly profit from March at ¥150,000, the total at the end of June will be about ¥400,000, the surplus brought over from last account, will amount to ¥1,230,000. With ¥900,000 set aside for the reserves, insurance, &c., the balance will be only about ¥330,000, equal to about 6 per cent. per annum on the capital, and nothing will be left to carry forward. If activity sets in a decline in freight cannot be avoided in consequence of the remarkable increase in shipping. Great difficulty will be encountered by the company, concludes the *Asahi*, but the company has an able man in Mr. Nakabashi, in whom shareholders may have every confidence.—*Japan Chronicle*.

BANDMANN OPERA COMPANY.

"Sergeant Brue" was the piece selected for presentation at the Theatre by the Bandmann Opera Company last night, and it was received with marked signs of approval. Like a good many other pieces of the same musical-comedy character, "Sergeant Brue" gives an opportunity, forms the peg so to speak, round which a host of merry-making extravaganzas is centred, and the humorist is the best man on the stage. Mr. Harry Cole was the life of the company last night, as he always is; the play went with a vim and bustle which kept the audience in the greatest good humour. The Bandmann Opera Company are certainly giving us good value on this visit and it is satisfactory to see that they are being so well patronised. If things go on as they are doing at present the people of Hongkong will soon become confirmed theatre-goers, a habit which can only be contracted in presence of a sufficiency of plays and players. To-night "Little Michus" will be staged.

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, bearing date 23rd inst., state—Business reported—Shanghai and Hongkong Wharves at Tls. 230 for March, at Tls. 240/237 for July, and Tls. 242 for Aug. Farnham Boys at Tls. 124 for March. Ewos at Tls. 61 for Sept. Langkats at Tls. 235 cash, at Tls. 237 for March, at Tls. 241/242 for June. Wei-hai-wei Golds at \$14. "Old" Centrals at \$18.
Business done direct—Shanghai and Hongkong Wharves at Tls. 230/217 for March, at Tls. 230 for April, at Tls. 237 for June, and 240/237 for July. Farnham Boys at Tls. 126 for July. Ewos at Tls. 62 for Sept. Langkats at Tls. 235/237 for March, at Tls. 241 for June. Oriental Golds at 64/5. Flour at Tls. 92 for March. "Old" Centrals at \$18.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2 1/16
Do. Demand	2 1/16
Do. 3 months' sight	2 1/16
France—Bank T.T.	2 5/16
Amer. ca—Bank T.T.	50 1/2
Germany—Bank T.T.	2 1/4
India T.T.	155 1/2
Do. Demand	156
Shanghai—Bank T.T.	7 1/8 nom
Singapore T.T.	12 1/2 prem.
Japan—Bank T.T.	102 1/2
Java—Bank T.T.	125 1/2
4 months' sight L/C	2 1/16
6 months' sight L/C	2 1/16
30 days' sight San Francisco & New York	5 1/16
1 month's sight do.	5 1/16
30 days' sight Sydney and Melbourne	2 1/16
1 month's sight France	2 1/16
5 months' sight do.	2 1/16
4 months' sight Germany	2 1/16
Bar Silver	30 13/16
Bank of England rate	4 7/8
Sovereign	9 5/8

To-day's Advertisements.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

Head Office—AMSTERDAM.

THE Bank has opened a Branch Office in Qu'ns Building, Chater Road, No. 5, which will be open for the transaction of banking business of every description.

L. ENGEL, Agent.

Hongkong, 28th February, 1906. [286]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1814.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Del), Palembang, Kotabradja (Acheen), Telok-emaw (Acheen), Bundermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

L. ENGEL, Agent.
Hongkong, 28th February, 1906. [287]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held in the City Hall, on MONDAY, the 12th March, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 12th March, both days inclusive.

EDWARD OSBORNE, Secretary.
Hongkong, 28th February, 1906. [288]

To-day's Advertisements.

NOTICE.

THE SALE BY AUCTION OF ALMA, BATU KAWAN AND PLY ES TATES stands postponed to a future date, of which due notice will be given.
KEN. EDY & Co., Auctioneers.
A. A. ANTHONY & Co., Auctioneers.
Penang, 16th February, 1906. [276]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

SATURDAY, the 3rd March, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS, Comprising:—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD and SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 28th February, 1906. [285]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship "YEDDO," Captain Baird, will be despatched for the above Ports, TO-MORROW, the 1st March.

For Freight, apply to ARNHOLD, KARBERT & Co., Agents.
Hongkong, 28th February, 1906. [213]

FOR VLADIVOSTOK, VIA SHANGHAI AND NAGASAKI.

THE Steamship "DAPHNE," Captain Schipper, will be despatched for the above Ports, on MONDAY, the 5th March, at Noon.

The steamer has Splendid Accommodation for Passengers.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th February, 1906. [289]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship "DACIA," Captain Brock, will be despatched for the above Ports, on MONDAY, the 5th March, at 5 P.M.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th February, 1906. [290]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "GLENEARN" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 6th proximo will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 28th February, 1906. [291]

THEATRE ROYAL, HONGKONG.

Leesce & Manager: MAURICE E. BANDMANN.

IMPORTANT ENGAGEMENT OF THE WORLD RENOWNED

BANDMANN OPERA CO.

UNDER THE PERSONAL DIRECTION OF MAURICE E. BANDMANN.

And by special arrangement with MR. GEORGE EDWARDS

And the GAIETY THEATRE, LONDON.

SEASON FOR TWO WEEKS ONLY.

TO-NIGHT, (WEDNESDAY), 28th February,

"LITTLE MICHAEL."

TO-MORROW, (THURSDAY), 1st March,

"EARL AND THE GIRL."

Prices of Admission \$3, \$2 and \$1.

Seats can now be booked. Plan at the ROBINSON PIANO CO.

Doors Open at 8.30. Commence usual time.
Hongkong, 28th February, 1906. [230]

Intimations.

ROBINSON PIANO CO., LD.

THE APOLLO PIANO PLAYER

IS A MUSICAL TRIUMPH.

You should hear it.

RECITALS DAILY.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILING FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"AGAMEMNON"	1st March.
GLASGOW AND LIVERPOOL	"TEENKAI"	13th "
GLASGOW AND LIVERPOOL	"KEEMUN"	17th "
GLASGOW AND LIVERPOOL	"KACHAON"	20th "
GLASGOW AND LIVERPOOL	"MINTUCK"	28th "

The S.S. "Agamemnon" left Singapore on the 24th inst., and is due here on the 1st March.

HOMeward.

FROM	STEAMERS	DATE
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
* GENOA, MARSEILLES & LONDON	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ALCIBIADES"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
* GENOA, MARSEILLES & LONDON	"AGAMEMNON"	20th "
AMSTERDAM, LONDON & ANTWERP	"TEENKAI"	24th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	19th March.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	" "	" "

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th February, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSING"	5th March.
NINGPO and SHANGHAI	"KASHI"	5th "
SWATOW, MANILA, CEBU and ILOILO	"KATONG"	6th "
YOKOHAMA and KOBE	"CHANGSHA"	6th "
MANILA	"TAMING"	6th "
NEWCHANG	"HINCHOW"	7th "
CEBU and ILOILO	"SUNGSIANG"	9th "
MANILA, PORT DARWIN, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, SYDNEY and MEL- BOURNE	"CHANGSHA"	25th "

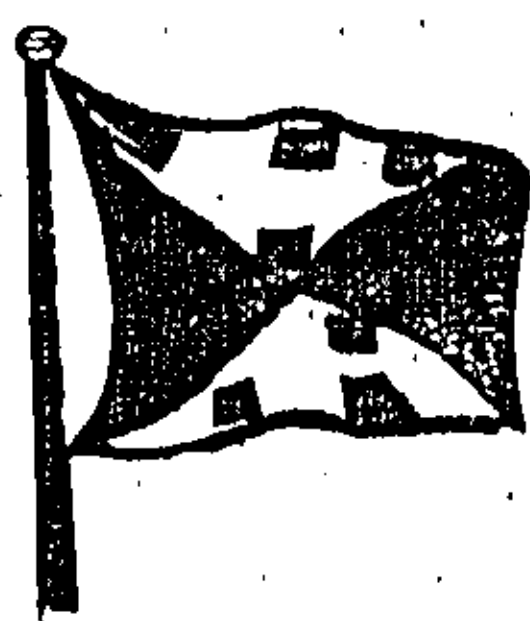
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th February, 1906.



HONGKONG—MANILA.

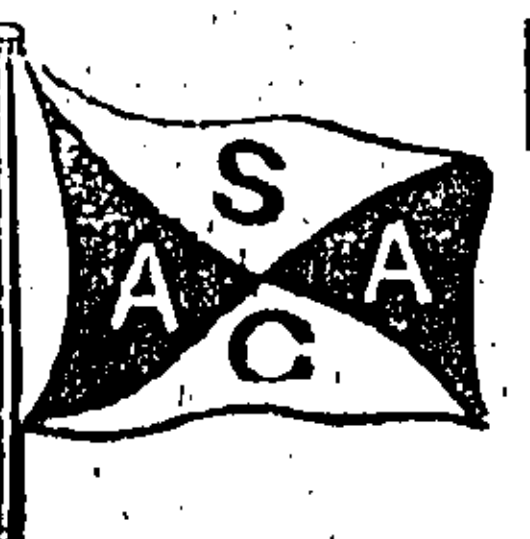
Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA	SATURDAY, 3rd March, at Noon.
ZAFIRO	2540	R. Almond	"	SATURDAY, 10th March, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th February, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	Tons	Captain	For	Sailing Dates
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAT."
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates.—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.Breakfast, Dinner and Lunch will be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

S.M. WANG CO.

Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	T. R. MEAD.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 5.30
every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare.—Single Journey \$4
Mails \$5 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"HINSANG"	THURSDAY, 1st March, Daylight.
MANILA VIA AMOY	"YUENSANG"	THURSDAY, 1st March, Noon.
TIENSIN	"WOSANG"	FRIDAY, 2nd March, 4 P.M.
TIENSIN	"ESANG"	SATURDAY, 3rd March, 3 P.M.
SHANGHAI	"WASHING"	SATURDAY, 3rd March, 4 P.M.
SHANGHAI	"KWONGSANG"	MONDAY, 5th March, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	THURSDAY, 8th March, 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th February, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	4,198	Ernst	March 11th.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldmann	April 8th.
"ARABIA"	4,483	Metschinn	"

The S.S. "Nicomedia" left Portland on the 13th instant, and is due here about March 13th.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain Powell, will be despatched for the
above Ports, on SATURDAY, the 3rd March,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply toGIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 31st January, 1906.

HAMBURG-AMERIKA LINE.

REGULAR SERVICE TO
WLDIVOSTOK.S.S. "DAPHNE,"
Capt. Schipper, 4th March (via Shanghai).
The steamer has superior First-class Accom-
modation for Passengers.For Freight and Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 26th February, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
"Hyades"	3753	J. Alwen	6th Mar.
"Lynx"	4417	C. V. Williams	6th April
"Shamout"	9606	E. V. Roberts	28th April
"Tremont"	9606	T. W. Garlick	"

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. "Shamout" and "Tremont"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 28th February, 1906.REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship	About
"SHIMOSA"	to follow.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 27th February, 1906.

Shipping—Steamers.

FOR MANILA.

THE Steamship
"FERNANDEZ HERMANOS,"
Captain Onandia, will be despatched as above,
on or about the 28th instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th February, 1906.

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"ARRATON APCAR,"
Captain E. Fey, will be despatched for the above
Ports, TO-MORROW, the 1st March, at Noon,
instead of as previously advertised.For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 28th February, 1906.

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Company's Steamship
"KUTSANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M., the 28th instant, will be
landed at Consignees' risk and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th February, 1906.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship
"PALAMCOTTA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M., FRIDAY, the 3rd instant,
will be landed at Consignees' risk and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 22nd February, 1906.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigning
and to take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.

Hongkong, 24th February, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. "Mooltan."
From Persian Gulf, &c., ex B. L. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 1st March, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWITT,
Superintendent.

Hongkong, 23rd February, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship
"RADNORSHIRE,"
Captain C. H. Burch, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th instant will be sub-
ject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th instant, at 2.30 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st February, 1906.

Consignees.

FROM HAMBURG.

THE H. A. L. Steamship
"SLAVONIA,"
Captain Portellus, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd March, 1906, will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd March, 1906, at 10 A.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 24th February, 1906.

To Let.

TO LET.

OFFICES in KING'S BUILDING and YORK
BUILDING.
GODOWNS on PRAYA EAST.A BUILDING at CAUSEWAY BAY,
formerly in occupation of the Steam
Laundry Co., Ltd.A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE.

LATS in MORETON TERRACE.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 28th February, 1906.

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET.

NO. 5, SEYMOUR TERRACE, Five-
roomed House with Garden. Furnished
or unfurnished from April or earlier.No. 6, SEYMOUR TERRACE, Four-
roomed House. From April.Apply to—
WONG KAM FUK,
Hongkong and Kowloon Wharf and
Godown Co., Ltd.

Hongkong, 27th February, 1906.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & CO.

Hongkong, 20th January, 1906.

Intimations.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and popular remedy, used in the
Continental Hospitals of Rouen, Lyons, and
others, contains all the elements to be sought in
a medicine of the kind, and surpasses everything hitherto
employed.THERAPION No. 1 is a so-
lution of the most powerful and effective
medicinal substances, and is the only one of
its kind which does not produce any harmful
effects, and is perfectly safe in all cases.

Notice of Firm.

NOTICE.

MR. RICHARD HANCOCK is authorised to sign the name of our Firm per Procuration.

SHEWAN, TOMES & CO.
Hongkong, 26th February, 1906. [273]

TOURIST TRAFFIC IN JAPAN.

IMPROVEMENT OF FACILITIES FOR TRAVEL.

The *Nichi-Nichi* has an article in which it urges the improvement of the internal communications of this country so that the influx of tourists into Japan may be encouraged. There is no doubt, says the Tokyo Journal, that the number of tourists coming to Japan is yearly increasing. In 1904 the number decreased in consequence of the war, yet it reached 13,500, while during the second half of last year, with an assurance of peace in sight, visitors began to increase, the total reaching 15,000 in round figures. There is scarcely any doubt that the incoming of Europeans and Americans into Japan will have a beneficial effect on Japanese politics, science, and art. At the same time tourist traffic, financially considered, is a most important subject. The part Japan played in the late war has induced foreigners to become interested in the country and the Japanese, and has given them an incentive to study the people and the institutions of the country, which was done before. If to this class of visitors are added those who are attracted to these shores principally for the purpose of pleasure, it is correct to assume that the number of tourists will gradually increase. Estimating that each visitor spends ¥100 on an average in Japan, the amount expended by tourists in 1905 totalled 135 million yen, and in 1906 it is likely that the revenue from this source will increase so long as there are no circumstances which will cause a vessel to alter its course. The question is, therefore, a well worth serious consideration on the part of public men. During the last ten years the balance of foreign trade has been unfavourable to Japan, continues the *Nichi-Nichi*, and Japan must pay to foreign creditors for many years to come 70 or 80 million yen annually as principal and interest on loans. If, under such circumstances, the number of foreign tourists and the amount of money spent by them in the country increase, it will have the effect of moderating the outflow of specie. A loss of optimistic critics advocate the promotion of industry and the exportation of manufactures as a means of refunding the loans. While there is doubtless much truth in what is urged, it must be borne in mind that Japan, unlike America, has no practically inexhaustible natural resources, and also that there is a limit to the productive power of the people, however hard they may strive. The increased export of manufactures, therefore, can hardly be regarded as the only means of solving the financial problem, and the people ought to turn their attention in the direction of the attraction of foreign visitors to Japan in larger numbers is surely one of the means to this end. The building of hotels, parks, and other pleasure resorts, the organisation of Guide Associations, etc., are all very well in their way, but they are matters of detail. What is more important is the perfection of the facilities for travel and communication to reduce to a minimum the present obstacles and inconvenience incidental to travel. If this is done the volume of tourist traffic will increase without artificial encouragement. The improvement of the mechanism of communication is necessary not only for the attraction of visitors but for the development of commerce and industry. Anyone who is conversant with the large revenue which Italy and Switzerland derive from tourist traffic, recognises the *Nichi-Nichi* will readily understand the importance of the proposition.

WAR AND MARITIME TRAFFIC.

THE NECESSITY FOR LARGE SHIPS.

In the late war Japan employed 4 ships aggregating 6,000 tons, and transported to Korea and Manchuria a million of troops and a large quantity of arms, ammunition, and other paraphernalia. In the late war England made use of 170 transports, totalling something like a million tons, and sent to South Africa, 6,000 miles across the sea, 34,000 troops and 80,000 horses, excluding those dispatched from India and the Colonies. The result must be regarded as the most remarkable feat of overseas military transportation in modern times. In considering these facts the *Nichi-Nichi* observes that although Japan had practically the command of the sea, the consequence of a year had not been completely routed. Prior to the destruction of the Russian Baltic Fleet the crews of the transports had to take every precaution and be prepared for any untoward incident. Strictly speaking, the services rendered to the country by these seamen were no whit less valuable than those of the sailor and soldier who actually fought. During the two years since the outbreak of the war a large number of transports have been daily plying between Japan and Manchuria, but with the exception of the deplorable incidents of the "Kishida" and "Hiyachi," the difficult and responsible task has been executed in a most satisfactory manner. It is a credit to the Japanese seamen, and as such it is only proper that the invaluable service of the shipowners and seamen should receive appropriate recognition from the country.

The most important part in transportation, continues the *Nichi-Nichi*, has been played by some fifteen vessels, of over 6,000 tons each, owned by the Nippon Yusen Kaisha. These vessels, built in compliance with the provisions of the Ship-building Law, belong to a high class in Lloyd's Register. Each of them is capable of easily accommodating a battalion and a half of troops, with horses and other impediments, and a fleet of transport composed of these materials benefited the execution of the plan of military operations. If Japan had lacked possession of these fine ships, it is probable that great inconvenience would have been experienced in transportation, and consequent delay caused in the execution of military plans. The cessation by a single company, as in the case of the Nippon Yusen Kaisha, of sixteen or seventeen large ships of almost similar type is without parallel in the world. The foresight and good judgment displayed by the company in building these ships has been amply justified by the course of events, and in this respect the connection of the Government with the company has not been in vain. The general tendency in the maritime trade is to gradually build ships of larger displacement and quicker speed, and the Japanese will also find it necessary to keep pace with that tendency. At the same time the experience obtained during the war will doubtless be utilised for the improvement of future construction.—*Japan Chronicle*.

Shipping.

Arrivals.

America Maru, Jap. s.s., 3,460, Philip Goings, 25th Feb., San Francisco 25th Jan., and Shanghai 25th Feb., Mails and Gen.—T. K. K.
Jacob Diederichsen, Ger. s.s., 623, D. Hentz, 27th Feb., Kebao 25th Feb., Coal.—J. & Co.
Emma Luyken, Ger. s.s., 1,109, G. Cornand, 27th Feb., Saigon 22nd Feb., Rice and Flour.—Chinese.
Yeddo, Br. s.s., 2,074, D. Baird, 27th Feb., Foochow 25th Feb., Gen.—A. K. & Co.
Anghin, Ger. s.s., 1,000, D. Reimers, 27th Feb., Bangkok via Swatow 19th Feb., Rice.—B. & S.
Hallen, Fr. s.s., 171, I. Andersen, 27th Feb., Hoilow 25th Feb., Gen.—A. R. M.
Kashin, Br. s.s., 1,100, T. W. Rickard, 27th Feb., Wuhu and Chinkiang 21st Feb., Gen.—B. & S.
Woolwich, Br. s.s., 1,140, A. Stoker, 27th Feb., Yokohama 18th Feb., Ballast.—D. & Co. Ltd.
Hinsang, Br. s.s., 1,474, Daves, 27th Feb., Canton 27th Feb., Gen.—J. M. & Co.
Horne, Ger. s.s., 1,344, F. Sembill, 27th Feb., Sandakan 22nd Feb., Timber and Gen.—M. & Co.
Eastern, Br. s.s., 1,586, G. H. Powell, 27th Feb., Yokohama via Kobe and Moji 17th Feb., Gen.—G. I. & Co.
Huichow, Br. s.s., 1,287, Skull, 28th Feb., Shanghai 25th Feb., Gen.—B. & S.

Clearances at the Harbour Office.

Kuonang, for Canton.
Hellen, for Hoilow.
Ellerbet, for Tientsin.
Frit, for Chetow.
Hailan, for Hoilow.
Tinan, for Zambouanga.
Kloyal Maru, for Vladivostok.
Paklat, for Swatow.
Hutchow, for Canton.
Shanghai, for Canton.
Oanfa, for Macassar.
Yuenang, for Amoy.
Clara Jensen, for Saigon.

Departures.

Feb. 28.
Zieten, for Europe.
Tremont, for Tacoma.
Ontano, for Calcutta.
Paklat, for Swatow.
Saint Rade, for Singapore.
Fernand, for Swatow.
Hainan, for Swatow.
Kaitan, for Canton.
Tinan, for Australian Ports.
Sumatra, for Singapore.
Mauana, for Sandakan.
Minpa, for Shanghai.
Oinfa, for Macassar.

Passengers arrived.

Per *Fuma Luyken*, from Saigon.—Messrs. Price and Bell.
Per *America Maru*, from San Francisco, &c.—Mr. and Mrs. R. McGee, Mr. Leslie McGregor, Miss Celeste Easton, Mr. Wilfrid Turnbull, Mrs. W. H. Averb, Mr. and Mrs. Chiu Fung, Mr. Charles A. Neff, Capt. Branch, Mr. C. W. Frankel and native servant.
Per *Borneo*, from Sandakan.—Mr. and Mrs. Cook and daughter, and Mr. Gonzo.
Per *Hutchow*, from Shanghai.—Mrs. Stumpf and 2 children, Mr. and Mrs. Boat and child.
Per *Eastern*, from Japan.—Mr. Morgan, Miss F. Harris, Mr. Fong Hing Fong, and 2 Japanese.

Shipping Report.

Str. *Ankhiton* from Bangkok.—Fine cloudy weather, S.W. winds.
Str. *Wanluich* from Yokohama.—Strong N.E. winds and rain throughout. On 25th inst. detected submerged wreck of a junk about 40 feet long, approximate position Lat. 25.36 N., Long. 121.11 E.

Vessels in Port.

SEAMEN.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 23rd Feb.—Calcutta via Penang and Singapore 17th Feb., Gen.—D. S. & Co. Ltd.
Binh Thuan, Fr. s.s., 2,000, R. Lagane, 13th Feb.—Wakamatsu (Japan) 7th Feb., Coal.—B. & Co.
Borussia, Ger. s.s., 6,951, Ph. Hahn, 20th Feb.—Wilhelmshaven 13th Jan., Gen.—H. A. L.
Clara Jensen, Ger. s.s., 1,103, J. Iversen, 22nd Feb.—Saigon 18th Feb., Gen.—J. & Co.
Daphne, Ger. s.s., 1,435, F. Schipper, 24th Feb.—Vladivostok via Otaru and Mororan 13th Feb., Coal.—E. A. T. Co.
Decima, Ger. s.s., 794, H. Schlaikier, 22nd Feb.—Amoy 19th Feb., Ballast.—O. S. K.
Dr. Hans Jürg Kier, Nor. s.s., 691, H. E. Larsen, 19th Dec.—Hoilow 14th Dec., Sugar.—A. van der Thoren Co.
Empress of Japan, Br. s.s., 3,059, Henry Pybus, R.N.R., 16th Feb.—Vancouver 25th Jan., and Shanghai 13th Feb., Mails and Gen.—C. P. R. Co.
Germania, Ger. s.s., 1,717, T. Petersen, 22nd Feb.—Saigon 12th Feb., Rice.—J. & Co.
Haus Wagner, Ger. s.s., 965, Kayemann, 3rd Feb.—Swatow 2nd Feb., Ballast.—L. W. & Co.
Iris, Am. transport, 2,200, Whitton, 27th Feb.—Manila 22nd Feb., Coal.—Government.
Kutsang, Br. s.s., 3,109, R. C. D. Bradley, 26th Feb.—Calcutta via Penang and Singapore 20th Feb., Gen.—J. M. & Co.
Machew, Ger. s.s., 1,600, J. Harjes, 21st Feb.—Bangkok 15th Feb., Rice.—B. & S.
Mattepo, Br. s.s., 3,420, W. H. Dormand, 15th Feb.—London via Colombo and Singapore 7th Feb., Gen.—N. Y. K.
Mauang, Br. s.s., 1,544, R. Houghton, 17th Feb.—Sandakan 10th Feb., Timber and Gen.—J. M. & Co.
Mercedes, Fr. transport, 2,000, J. S. McGregor, 6th Feb.—from Palo Gordo Island, 25th Feb.—Bangkok 16th Feb., Rice and Gen.—M. & Co.
Petchaburi, Ger. s.s., 1,100, G. Hillmann, 25th Feb.—Bangkok 16th Feb., Rice and Gen.—M. & Co.
Petraich, Ger. s.s., 1,252, R. Hays, 25th Feb.—Sourabaya 9th Feb., Sugar.—S. W. & Co.
Progress, Ger. s.s., 689, Ahren, 23rd Feb.—Moji 16th Feb., Ballast.—H. A. L.

Recorder, Br. s.s., 678, A. Neagle, 26th Feb.—Singapore 14th Feb., Cable ship.—Order.
Rubi, Br. s.s., 1,519, R. W. Almond, 27th Feb.—Manila 24th Feb., Gen.—S. T. & Co.
Sho Shu Maru, Jap. s.s., 1,760, Nemoto, 17th Feb.—Kelong 14th Feb., Coal.—O. S. K.
Siberia, Am. s.s., 5,655, A. Zeeder, 25th Feb.—San Francisco 27th Jan., and Shanghai 23rd Feb., Mails and Gen.—P. M. S. S. Co.
Teupelo, Ger. s.s., 690, Behnmann, 24th Feb.—Vladivostok 16th Feb., Ballast.—C. & Co.
T. S. Queda, Br. s.s., 7,740, R. H. Coope, 22nd Feb.—Rangoon 10th Feb., Rice.—Order.
Windsor, Br. s.s., 1,853, J. B. Booth, 19th Feb.—Fremantle, W.A. 2nd Feb., Sandalwood.—D. & Co. Ltd.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 26th Feb.—Manila 23rd Feb., Gen.—J. M. & Co.

SAILING VESSELS.

Albert Rickmers, Ger. ship, 1,885, Hulesbusch, 19th Feb.—New York 6th Sept, 1905, Kerosine.—S. O. Co.
Otra, Nor. ship, 1,199, E. Pefenes, 24th Dec.—Fremantle 18th Oct., Sandalwood.—S. & Co.
Rose, Br. bq., 322, Wright, 10th Nov.—West Australia 4th Aug., Sandalwood.—S. & Co.
Vincent, Br. ship, 1,774, Cox, 28th Jan.—Philadelphia 20th July, 1905, Oil.—S. O. Co.

Steamers Expected.

Vessels	From	Agent	Dur
Socotra	Singapore	P. & O. Co.	Mar. 1
Changsha	Thursday 1 B. & S.	Mar. 2	
Bayer	Colombo	W. & Co.	Mar. 3
Agamemnon	Singapore	B. & S.	Mar. 3
Conklin	Singapore	M. M. Co.	Mar. 5
Monavia	Japan	P. M. Co.	Mar. 10
P. Waldemar	Sydney	M. & Co.	Mar. 10
Kumangsang	Calcutta	J. M. & Co.	Mar. 12
Emp. of China	Vancouver	C. P. R. Co.	Mar. 13
Nicomedia	Portland	P. & A. Co.	Mar. 13

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Vigilante Kowloon Dock.
Fatsan " "
Kwangtung " "
Hyades " "
U.S.A. T. Seward " "
Lungshan " "
Empress of Japan " "
Likin " "
Chowtai " "
Nanning " "
Progress " "
Charles Hardouin " "
Shantung " "
Machew " "
Fernandez Hermans Aberdeen.

SHANGHAI.

23rd inst.
Toonan Tunkadon, Feb. 15.
Bjorn Cosmopolitan, do 16.
Dageid do 16.
Yungkiang New, do 20.
Shasi do 20.

Ships Passed The Canal.

26th January—*Annan, Bengale, Diomed, Hyslop, Glancus, Oceanian, Silthonia, Glaxus, Manila, Longor*. 31st January—*Slavonia, Fallodon Hall, Glenarr, Den of Kelly, Den of Mains, Prince, Afghan Borussia*. 2nd February—*Ernest Tivoli, Simons, Helipolis, Agamemnon, Dacia*. 6th February—*Norge, Bencluch, Danlondom, Merlonshihire, Limaos, Scotia, Indram, Mennell*. 10th February—*Bayern, Gnetenau, Nubia, Tenkai, Tonkin, Vandalia*. 13th February—*Needle, Palawan, Sengambia, Silvertown, Trava*. 16th February—*Idemarus, Machao, Polynastan, Ulysses*. 20th February—*Ajlas, Benawara, Pak Ling, Palmer, Poona, Segovia, Vindobona, Prince Regent Lufbold, Aikoli, Coulson, Riverton*. 24th February—*Albenga, Ambria, Armand, Bekic, Kintuck, Roon, Philippoortall, Havre-shamrange, Manaton*. 27th February—*Glenroy, Glenurruet, Anchites, Bantu, Fourtichon*.

Arrivals at Home—26th January—*Bem-mohr, Melinaus*. 2nd February—*Manita*. 6th February—*Prins, Ellet, Friedrich, Glancus, Ernest Simons, Glenloch, Hector, Hyslop*. 10th February—*Palermo*. 13th February—*Schuykill, Silthonia*. 16th February—*Gnetenau*. 20th February—*Benlondom, Polynastan, Tydeus*. 27th February—*Ghaase, Lowhill*.

Post Office.

A Mail will close for:

Amoy and Manila—Per *Yuenang*, 1st Mar., 11 A.M.
Macao—Per *Huangsang*, 1st Mar., 1.15 P.M.
Singapore, Penang and Calcutta—Per *Arratoon Apar*, 1st Mar., 2 P.M.
Amoy—Per *Hongkong*, 1st Mar., 4 P.M.
Hoilow and Pakhol—Per *Jacob Diederichsen*, 1st Mar., 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 2nd Mar., 11 A.M.
Tientsin—Per *Wotang*, 2nd Mar., 2 P.M.
Swatow, Singapore and Penang—Per *Pitchaburi*, 2nd Mar., 5 P.M.
Swatow, Singapore and Bangkok—Per *Anghin*, 2nd Mar., 5 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 3rd Mar., 11 A.M.
Manila—Per *Rubi*, 3rd Mar., 11 A.M.
Tientsin—Per *Huang*, 3rd Mar., 2 P.M.
Swatow, Amoy and Foochow—Per *Hutchow*, 3rd Mar., 2 P.M.
Shanghai—Per *Wahsing*, 3rd Mar., 3 P.M.
Saigon and Moji—Per *Kansu*, 5th Mar., 11 A.M.
Shanghai, Nagasaki and Vladivostok—Per *Daphne*, 5th Mar., 11 A.M.

Shanghai—Per *Shaoxing*, 5th Mar., 3 P.M.
Ningpo and Shanghai—Per *Kaiting*, 5th Mar., 3 P.M.
Shanghai—Per *Kwangsang*, 5th Feb., 3 P.M.
Manila, Simpsonhafen, Fr. Wilhelmshafen, Herberstshöhe, Matupi, Samar, Brisbane, Sydney and Melbourne—Per *Willahad*, 6th Mar., 10 A.M.
Europe, &c., India, via Tuticorin—Per *Tourant*, 6th Mar., 11 A.M.
Manila—Per *Taming*, 6th Mar., 3 P.M.
Yokohama and Kobe—Per *Changsha*, 6th Feb., 3 P.M.
Swatow, Manila, Cebu and Hoilow—Per *Kaiting*, 6th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 7th Mar., 11 A.M.
Singapore, Penang and Calcutta—Per *Kwangsang*, 8th Mar., 2 P.M.
Cebu and Hoilow—Per *Sungking*, 9th Mar., 3 P.M.
Macao, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 10th Mar., 10 A.M.
Europe, &c., India, via Tuticorin—Per *Dengola*, 10th Mar., 11 A.M.
Manila—Per *Zafiro*, 10th Mar., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 15th Mar., 11 A.M.
Europe, &c., India, via Tuticorin—Per *Oceanic*, 20th Mar., 11 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 26th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 28th Mar., 11 A.M.
Europe, &c., India, via Tuticorin—Per *Tonkin*, 3rd April, 11 A.M.

The following may now be obtained at the General Post Office counter:—
Postal Guides, each 30 cents.
Parcel Post Tariff, each 20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Namtau, Sanbue, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

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Bentley, Mrs. F.
Boyle, Lady Florence Martin, R.
Caruthers, Mr. & Mrs. Mitchell, R.
Carter, Mr. & Mrs. Moss, R.
Chandler, Maj. A. A. Moss, R.
Clother, A. N. Moxon, R.
Cocks, Mr. & Mrs. A. E. Neville, J. C.
Courtney, G. M. Ollis, F. B.
Craddock, Mr. & Mrs. Painter, Major & Mrs.
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Engel, Mr. and Mrs. L. Scott, C. C.
Gales, Capt. Searle, W. G.
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Hassan, Mr. and Mrs. Vereker, Capt. & Mrs.
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Bishop, L. C. Kloger, Mrs. B.
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Bissell, W. S. Kunzli, I. I.
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J. W. C. Low, H. L.
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Bratt, Dr. Lovett, F.
Broughall, L. Low, C. L.
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Bumb, Mr. and Mrs. H. and infant
Burns, C. M. G. MacGregor, Mrs. Wm.
Carnell, L. F. and maid
Carnell, L. de Marriott, Dr. O.
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Evan-Jones, Dr. and Read, Dr. L. R.
E. and child Reel, C. R.
Einmann, W. Reid, Mr. and Mrs.
Fischer, R. Rienacker, Mr. & Mrs.
Flecker, H. Riva, E.
Flett, G. Roach, Mrs. J. S. and child
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Hunter, R. Miss
Hurst, R.N., Engineer. Watkins, Miss E.
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Jackson, Mrs. and child Rutherford, T.
Johnstone, Capt. W. P. Schmitt, A. R.
Joseph, Mr. and Mrs. Schmitt, F. R.
K. E. Stoen, E. J.
Kibevich, Mr. & Mrs. Taylor, Mr. and Mrs.
Lamb, Mr. and Mrs. Basil
E. F. Unbehau, C. H.
Logan, W. Wilson, Mrs.
Luxburg, Count N. L. Wilson, Miss F. (2)
Mackay, Walter Wood, Mrs. E. A.

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C. and Mrs. E. and Schutter, Messrs. M.
nurse Senior and Junior
Crawford, Mrs. A. Stipleford, Capt. W.
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G. P. Waine, Misses V. (2)

CHINA COAST METEOROLOGICAL REGISTER.

February 27th, 1906, a.m.

	Bar.	Th.	Hum.	Wind	Wt.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	—	—	—	—
Hakodate	"	—	—	—	—
Tokio	"	—	—	—	—
Kochi	"	—	—	—	—
Nagasaki	"	—	—	—	—
Kagoshima	"	—	—	—	—
Oshima	"	—	—	—	—
Naha	"	—	—	—	—
Ishigakijima	"	—	—	—	—
Taihoiku	5 a.m.	—	—	—	—
Taichu	"	—	—	—	—
Tainan	"	—	—	—	—
Koshun	"	—	—	—	—
Pescadore	"	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—
Guttsin	"	—	—	—	—
Sharp Peak	"	—	—	—	—
Amoy	6.30 a.m.	30.05	48	SE	3 0
Swatow	9 a.m.	30.47	77	NW	2 0
Canton	"	30.22	53	N	2 0
Hongkong	10 a.m.	30.18	53	NE	1 1
Victoria Peak	"	30.15	—	—	—
Gap Rock	"	30.14	47	—	—
Macao	"	30.14	47	—	—
Halphong	"	30.14	47	—	—
Mila	"	29.96	81	NW	2 0
Bacolo	9 a.m.	29.80	82	NE	3 1
Iloilo	"	29.91	84	NE	3 1
Cebu	"	29.91	84	—	—
C. St. James	10 a.m.	—	—	—	—

SHARE QUOTATIONS.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES. LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

Captain Girard will be despatched for
MARSEILLES on TUESDAY, the 6th
March, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Australien* bound for Marseilles via Bombay and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows :—

S.S. OCEANIEN 20th March.
S.S. TONKIN 3rd April.
S.S. ARMAND BEHIC 17th April.
S.S. ERNEST SIMONS... 1st May.
S.S. POLYNESIE 15th May.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th February, 1906. (11

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November, 1904. [59]

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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * *	\$22.50
" * * *	20.00
" *	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

KODAKS, FILMS

AND,

ACCESSORIES

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
 Hongkong, 16th May, 1901.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$250,000	11,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/30/16 = \$26.87 for 2nd half-year 1905	5 %	{ \$860 ex div. London, and £911 bonus \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$340 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$169,415 \$202,455 \$296,955	Nil.	\$4 1/2 per year ended 31.12.1905	5 %	\$93 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	11,302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 92 1/2 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,453 \$1,043,930 \$1,152,364	\$4,339,112	\$4 1/2 for 1904	5 1/2 %	750
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$750,000 \$5,890	\$486,284	\$12 and \$3 special dividend for 1903	7 1/2 %	\$180 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$218,693	\$329,047	\$6 dividend & \$1 bonus for 1903	8 %	189 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,505	\$360,372	\$34 for 1903	0 1/2 %	\$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$261,638	\$8,832	\$1 for 1904	5 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$88,041 \$250,000 \$600,000 \$154,331 £100,000	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ £100,000 \$241,150 £100,000	121,080	\$1 for second half-year 1905	8 1/2 %	\$24 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £241,150 £13,999	£4,435	12/- @ 1/10 = \$6.29 1/2 for 1904	6 1/2 %	\$67
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 35,000	Tls. 43,763	{ Interim of Tls. 2 for 1905 Interim of Tls. 1 1/2 for 1905	7 1/2 %	Tls. 60 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ £400,000	107,815	1/- (Coupon No. 6 for 1905)	4 1/2 %	241
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £41,144				
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$65,000 \$24,257	\$929	{ \$1.80 \$5.90 for year ending 30.4.1905	4 1/2 %	\$32
Do.	10,000	\$10	\$5	{ \$400,000 \$130,153			4 %	\$23
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$21,075 \$130,153	\$21,231	\$10 for 1904	7 %	\$147 1/2
Taku Tug and Lighter Company, Limited	10,000	T.Tls. 50	T.Tls. 50	{ Tls. 98,000 Tls. 198,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	9 1/2 %	Tls. 37 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	10 %	\$215
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	\$85,987	\$3 for 1897	...	\$39 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 72 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	Final of 1/- (No. 5)	...	Tls. 10 sellers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none	G. \$90,050	Final of 50 cents making G. \$1 for 1905	...	G. \$16
Paub Australian Gold Mining Company, Limited	150,000	£1	10/10	{ £4,873	11r. £8,745	No. 12 of 1/- = 48 cents	...	\$3 1/2
Do.	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	9 1/2 %	Tls. 122 1/2 buyers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,577	\$3.75 (on old capital) for 1904	...	\$24
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$250,000 \$58,473 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 %	\$107 sellers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500	\$362,232	\$6 for second half-year 1905	7 1/2 %	\$157 ex div.
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$55,500 Tls. 487,210	Dr. 10,260	\$1 1/2 for 1903	7 %	\$17
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	{ Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	5 1/2 %	Tls. 227 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year.	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	1,000	\$25	\$25	{ \$14,516 Tls. 36,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 %	\$27 buyers
Astor House Hotel, Limited (Tientsin)	1,000	T.Tls. 50	T.Tls. 50	{ Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 %	Tls. 130 buyers
Central Stores, Limited	6,000	\$15	\$12	{ \$12		{ Final of 60 cents making \$1.80 for 1904 None	12 %	\$15
Do. (Founders)	23	\$15	\$12	{ \$20,000	\$1,502	Preferential of 7 per cent for 1904	7 %	\$100
Do. (New Issue)	74,000	\$15	\$7 1/2					\$7 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$31,087	\$10,126	\$5 for first half-year 1905	6 1/2 %	\$145
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 %	\$115
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	{ Tls. 20,986	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none	First year	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	8 cents for 1905	6 1/2 %	\$12 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none	\$574	\$2 1/2 for 1905	7 %	\$35
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 909,591 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 111 ex div.
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none	Tls. 474	Final of Tls. 2 1/2 making Tls. 5	12 1/2 %	Tls. 42 1/2 ex div.
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 67,300	Tls. 725	Final of Tls. 5 making Tls. 8	7 1/2 %	Tls. 110 ex div.
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	13 1/2 %	Tls. 58 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$15 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 103,000	Tls. 18,718	3 % a/c 1898	...	Tls. 56 buyers
Iau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 75	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	13 %	Tls. 62 ex div.
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,638	Tls. 22,050	4 % a/c 1897	...	Tls. 275 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$20	None	...	\$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £314	\$770	1/3 per share for 1904	10 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	10 %	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	...	Tls. 87 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$3,750	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,182	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$2,664	\$2,664	\$1.20 for year ending 31.7.1905	7 1/2 %	\$15 1/2
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000	\$52,291	\$2 dividend and 50 cents bonus for 1904	8 1/2 %	\$30 ex d. & b.
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$7,551	Final of \$14 making \$24 for the year	10 %	\$25 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none	\$2,151	{ \$100 for year ending 30.4.1905	6 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000	\$2,796	\$15 for year ending 30.11.1904	7 %	\$115 buyers
Hongkong Ice Company, Limited	5,000	125	\$25	{ \$83,000	\$3,776	Final of \$15 making \$19 for 1905	7 1/2 %	\$335
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$60,000	\$11,337	\$10 for 1904	10 %	\$100
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$25,000	\$88	Final of 50 cents making \$1 for the year	10 %	\$10
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none	\$1,582	Interim of \$5 for 1905	9 1/2 %	\$145 buyers
Manichappi tot Mijne - Bosch en Landbouwer- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 928,210 Tls. 19,465	Tls. 35,849	{ Interim of Tls. 2 1/2 paid 15.12.05 making in all Tls. 22 1/2 for 1905	9 1/2 %	Tls. 23 1/2 buyers
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. \$5,699	None	...	\$5 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none	Dr. \$16,435	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 130 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 67 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 %	Tls. 157 ex div.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,824 Tls. 25,000	Tls. 1,297	Interim of Tls. 2	...	Tls. 65 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 170,000	Dr. Tls. 17,220	{ Interim of 15/- for 1905 First year	...	Tls. 510 cum new
South China Morning Post, Limited	7,200	£20	£20	{ none	\$5,068	None	...	Tls. 170 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$20
Straits Ice Company, Limited	2,000	\$100	\$100	{ \$25,000	\$700	\$5 for 1905	...	\$160 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	{ Tls. 15,195 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4 1/2	{ \$22,000	\$55 1/2	{ 80 cents \$19.80 for year ended 31.3.1905	9 1/2 %	\$9
Do. (Founders)	100	\$10	\$10				11 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$6,000	Interim of 50 cents for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	{ \$40,000	\$606	Final of 70 cents making £1.20 for year 1904/05	11 %	\$11

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